

**THE IRON INDUSTRY.**  
From our own Correspondent  
DOWNEYVILLE, SIERRA CITY,  
June 10. 1874.

The condition of the iron trade as exhibited by reports, from the various sections of our country, is by no means encouraging. Hundreds of mines have been forced to reduce the number and wages of their operatives "or close out" for the season. Probably not less than one half or possibly even two thirds of the six hundred and fifty blast furnaces have blown out, and rolling mills, foundries, and machine shops in proportion. In the Lake Superior district from which we have had such encouraging reports for the last few years the same stagnation is visible as in the Missouri, Lake Champlain, Pennsylvania, New Jersey and Western Virginia districts.

Probably not less than 50,000 people have thus had their means of subsistence removed.

Upon the continent, the same demoralization has resulted, and thousands of miners are emigrating to the United States, owing to the great reduction in rates of fare both by land and water, to see if they can better their fortunes here. California and Kansas seem to be the two principal objective points at present; for these and those of other professions both at home and abroad.

During last month not less than 10,000 arrived in this state by Panama and overland. But to return to our subject. What is the cause or causes of this great reaction that is shaking the iron world to its very centre. Two years and more ago, the greatest prosperity attended the working of this metal, and capital was induced, through hopes of large dividends, to enlarge the manufacturing capacity of old works, to erect new ones, wherever feasible, and to increase the facilities for mining greater quantities of ore throughout the country.

The building of new and long lines of Rail Roads, the demand for iron for building purposes as at the rebuilding of Chicago, and in the construction of numerous bridges both in this country and South America, acted as an unhealthy stimulant, and many were the predictions made of the coming storm.

It was already brewing, when the financial crash of '73 brought it upon us with increased fury. Since then comparatively speaking, no new Rail Roads have been built and old ones have been unwilling owing to a falling off in profits, to repair their roads except where absolutely necessary, though the price of Rail Road iron is lower to-day than it has been for years. It has been estimated that the average life of a rail in this country is 10 years, although this is decreased on many of our Eastern roads of heavy traffic to even 5 or 4.

Hence out of our 70,000 miles of Rail Road now in operation not less than 7,000 miles should be laid per annum. It requires about 100 tons of rails per mile or a total of 700,000 tons to simply repair the waste, without taking into consideration, the laying of double track spurs, branches &c that the demands of necessity enforce.

Much of this repairing has been neglected, but it is simply postponed, and the result will be an increased demand when it does come. The present outlook is gloomy, but there is a bright sky just beyond, and a few months will bring to this now languishing industry a prosperity that will vie with that of past years.

F. H. MC D.

#### OLD LANDMARKS.

The following, clipped from a New York paper, is interesting as referring to the birth-place of one of Bloomfield's citizens still active among us.

TIME'S CHANGES.—THE ZABRISKIE MANOR—A HOUSE IN WHICH THE MARQUIS DE LAFAVETTE WAS ENTERTAINED—ANOTHER LANDMARK GOING.

The old house at the south west corner of Greenwich and Watts streets, for a long time occupied as a grocery, was once a conspicuous landmark in New York city. It is now about being transformed into a modern building. The house was built in 1819 by George Zabriskie, who was in 1823 and 1825 an Alderman of the city, and in 1825 and 1837, and for three years thereafter, a member of the Assembly. When this house was built it was one of the great mansions on the west side, somewhat out of town, to be sure, but still near enough to civilization to be reached by the stage, which plied daily between the city and Greenwich village. The region in which the old house stands was then to the west side what Murray Hill is to the east now. It was the quarter where many of the solid business men of the city resided; and was rich in orchards and beautiful gardens and to this faubourg the Sunday strollers resorted, and over its smooth roads the young gallants liked to exercise their horsemanship.

When the Zabriskie house was built the splendid mansions on the Battery, and many in Pearl and Church and other down town streets were the centres of old-fashioned hospitality. The old Walton House, now the abode of poverty, was then a palace. Tryon Row sheltered happy families. Bleeker and Bond and Great Jones streets were fashionable out-of-town thoroughfares. There was no Central Park, no Croton Aqueduct, no Astor House. Boys hunted frogs on Canal street. What we know as Eighth avenue was a swamp, the great Hotel was the Washington House at the foot of Broadway, and where the Fifth Avenue Hotel stands was a kitchen garden belonging to a family who owned all the land between Fifth and Seventh Avenues, and between Eighteenth and Twenty-seventh streets. There was no such thing as

a street passenger car, no elevated railway, no rapid transit scheme. There was no gas in use, and the people drew their supplies of water from public pumps. Three or four of these pumps were in existence in 1811, at the time when the city pay rolls bore the names of twenty-two pump inspectors who received \$3 a day for their services. The honest burghers had then no dream of a new County Court House, nor of a colossal Post Office building, nor of a bridge to Brooklyn, nor of one in a hundred of the improvements which time and man's necessities have since rendered essential.

In 1824, a short time after the arrival of the Marquis de Lafayette, the distinguished visitor was entertained in sumptuous style at the Zabriskie mansion, the Alderman and his family being among the first to do honor to the friend of the young republic, on his arrival. The occasion was of great interest at the time, and was the town topic for weeks afterward.

The owner of the old mansion does not intend to destroy it but will so change its appearance as converting it to its new uses as to render identification of the time-honored landmark an impossibility. In a week or two it will be looked upon by the stranger as a modern building, and only the old resident will be able to point it out as one of the few interesting relics of the early days of New York.

(BY AUTHORITY.)

#### Laws of New Jersey.

CONTINUED.

Supplement to an act entitled "An act to incorporate the Newark and South Orange Horse Car Railroad Company," approved April sixth, eighteen hundred and sixty-five; approved March thirteenth, eighteen hundred and sixty-six.

A further supplement to an act entitled "An act to incorporate the Oxford Ice Company," approved March fifteenth, eighteen hundred and fifty-nine; approved March thirteenth, eighteen hundred and sixty-six.

A supplement to an act entitled "An act to incorporate the Mount Hope Mineral Railroad Company," approved March sixteenth, eighteen hundred and sixty-six; approved April fourth, eighteen hundred and sixty-seven.

An act to incorporate the Hudson Warehousing Loan and Insurance Company, approved April third, eighteen hundred and sixty-seven.

An act to incorporate the Jersey City Steamboat Company, approved April fourth, eighteen hundred and sixty-seven.

A supplement to an act entitled "An act to incorporate the New Brunswick and Cranberry Turnpike Company," approved March twenty-seventh, eighteen hundred and sixty-seven.

A supplement to an act entitled "An act to incorporate the Caldwell Railroad Company," approved March tenth, one thousand eight hundred and sixty-nine; approved April fifth, eighteen hundred and sixty-eight.

A supplement to an act entitled "An act to incorporate the Newark and Peapack Railroad Company," approved March twenty-ninth, one thousand eight hundred and sixty-five; approved April fourth, eighteen hundred and sixty-nine.

An act to incorporate the Jersey City Workingmen's Co-operative Association, approved March twenty-seventh, eighteen hundred and sixty-eight.

A supplement to an act entitled "An act to incorporate the Orange and Newark Horse Car Railroad Company," approved March fifteenth, eighteen hundred and fifty-nine; approved March sixteenth, eighteen hundred and sixty-nine.

An act to confirm to the grantees thereof the title of certain land and premises in the township of Belleville, in the county of Essex, sold and conveyed by the executors of the last will and testament of John Williams, deceased, late of said township; approved March fifth, eighteen hundred and sixty-eight.

A supplement to an act entitled "An act to incorporate the Water Gap and State Line Railroad Company," approved March nineteenth, eighteen hundred and sixty-seven; approved April second, eighteen hundred and sixty-eight.

An act to incorporate the Equitable Fire Insurance Company of New Jersey, approved March seventh, eighteen hundred and sixty-eight.

An act to incorporate the Belleville Land Improvement Company, approved April seventh, eighteen hundred and sixty-eight.

An act to incorporate the Texas Mills and Spotswood Turnpike Company, approved April ninth, eighteen hundred and sixty-eight.

A supplement to an act entitled "An act to incorporate the Gloucester Turnpike Company," approved March fifth, eighteen hundred and fifty, approved April sixteenth, eighteen hundred and sixty-eight.

An act to incorporate the Middlesex Turnpike Company, approved March second, eighteen hundred and sixty-nine.

An act to incorporate the Friendly Sons of Ireland, of Hudson county, approved March seventeenth, eighteen hundred and sixty-nine.

A further supplement to an act entitled "An act to incorporate the Highgate Turnpike," approved March nineteenth, eighteen hundred and fifty-nine.

An act to incorporate the Englewood Atheneum, approved March thirtieth, eighteen hundred and sixty-nine.

A supplement to an act entitled "An act to incorporate the Chester Railroad Company," approved April second, eighteen hundred and sixty-seven; approved March ninth, eighteen hundred and sixty-eight; approved March thirtieth, eighteen hundred and sixty-nine.

An act to incorporate the Hackettstown Iron Company, approved April fourth, eighteen hundred and seventy-three.

An act to incorporate the Point Pleasant Land and Improvement Company, approved April fourth, eighteen hundred and seventy-three.

An act to incorporate the Wheatland Manufacturing Company, of Ocean county, approved April fourth, eighteen hundred and seventy-three.

A supplement to an act entitled "An act to incorporate the Palisades Land Company," approved March fourteenth, one thousand eight hundred and seventy-one; approved April second, eighteen hundred and sixty-nine.

An act to incorporate the Camden Fire Insurance Company, approved April first, eighteen hundred and sixty-nine.

Supplement to an act entitled "An act to incorporate the Mendham and Chester Railroad Company," approved March thirteenth, eighteen hundred and sixty-three, approved March thirty-first, eighteen hundred and sixty-nine.

An act for the protection of the Morrisville Water power, approved April fourth, eighteen hundred and seventy-three.

An act to repeal an act entitled "An act to incorporate the Monmouth Holly & Bayonne Turnpike Company," approved March twenty-fourth, one thousand eight hundred and fifty-five; approved March twenty-sixth, eighteen hundred and seventy-three.

Supplement to the act incorporating the Woodstock and Mantua Railroad Company, approved March twenty-eighth, eighteen hundred and eighty-three.

A further supplement to the act entitled "An act for the establishing a turnpike road from the town of Hackensack to Hoboken, in the county of Bergen," approved April second, eighteen hundred and sixty-three.

Supplement to the act incorporating the Woodstock and Mantua Railroad Company, approved March twenty-eighth, eighteen hundred and eighty-three.

A supplement to the act entitled "An act to incorporate the Spotswood and Old

Bridge Turnpike Company," approved April second, eighteen hundred and sixty-nine.

An act to incorporate the Union Hall Association of Belleville, approved April second, eighteen hundred and sixty-nine.

An act to incorporate the Forked River and Bernegat Turnpike Company, approved February twenty-third, eighteen hundred and sixty-seven.

An act to incorporate the Morris County Ice Company, approved March eighth, eighteen hundred and sixty-seven.

A supplement to an act entitled "An act to incorporate the Payson Horse Railroad Company," approved April fourth, eighteen hundred and sixty-eight; approved March sixteenth, eighteen hundred and sixty-nine.

A supplement to an act entitled "An act to incorporate the Jersey City and Hoboken Railroad Company," approved March seventeenth, eighteen hundred and sixty-nine.

A supplement to an act entitled "An act to incorporate the Hightstown and Princeton Turnpike Company, approved March seventeenth, eighteen hundred and sixty-nine.

An act to incorporate the Caledonian of Hudson county, approved March seventeenth, eighteen hundred and sixty-nine.

A supplement to an act entitled "An act to incorporate the People's Freight and Transportation Company," approved March twenty-first, eighteen hundred and sixty-nine.

An act to authorize Henry Barber to build wharves, piers and bulkheads in front of his lands on the Delaware river, in the township of Upper Penns Neck, Salem county, New Jersey, approved March twenty-third, eighteen hundred and sixty-nine.

An act to incorporate the building of a small wagon bridge over the North Branch of the Rancocas creek, at Mount Holly Burlington county, approved March seventeenth, eighteen hundred and sixty-nine.

An act to authorize the building of a small wagon bridge over the North Branch of the Rancocas creek, at Mount Holly Burlington county, approved March seventeenth, eighteen hundred and sixty-nine.

An act to incorporate the Ocean Cranberry Company," approved February twenty-second, eighteen hundred and sixty-nine.

An act to incorporate the New York Walking Coat, Cutaway, and other leading styles, from basket, dice, and diamond coatings—with Vests to match, \$10, \$12, and \$15.

We cut in these garments the choicest goods imported, and make them up, equal to the best custom work, each garment being cut from special patterns, drafted by Mr. Hall, from actual measures taken in our custom department, and entirely different in style from any ready made garments outside of our concern.

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